

# BRIDGEPORT EVENING FARMER

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TUESDAY, MAY 28, 1912.

## COST OF SANATORIUM TREATMENT

According to figures contained in the annual report of Dr. H. L. Barnes, Superintendent of the Rhode Island State Sanatorium, the earnings of the ex-patients of that institution during the year 1911 would amount to over \$266,000. This is a sum three times as large as that spent each year for maintenance of the institution, including salaries, interest and depreciation charges.

The actual earnings in 1911 of 170 ex-patients were obtained by Dr. Barnes. These ranged from \$2.00 to \$31.00 per week, the total earnings for the year amounting to \$102,752. On this basis, Dr. Barnes computes the figures above given. He says, however, "While institutions for the

cure of tuberculosis are good investments, there is good reason for thinking that institutions for the isolation of far-advanced cases would be still better investments."

Out of a total of 46,540 hospital days' treatment given, 39,147, or eighty-four per cent., were free, the treatment costing the state on an average \$200 per patient. Out of 138 free cases investigated, fifty-six had no families and no income on admission to the sanatorium. Out of 132 patients having homes, the number in the family averaged 5.2 and the average family earnings were \$5.46. In fifty-nine cases the families had no income, and in only five cases were there any savings, none of which amounted to as much as \$100.

## BRIDGEPORT'S POPULATION

President Charles D. Davis raises some interesting questions of Bridgeport's future, in a discussion of that subject, in which he asks if the population will be 300,000 in 1936.

Prophecy is a matter in which one man's judgment is as good as another, because there is no arbitrament but the fact of the future. Bridgeport will certainly have a much larger population in 1936 than now, but will have to grow at an abnormal rate to make 300,000. The tendency in cities as they become larger is to decrease in rate of growth. This is also the tendency of states. A state which is sparsely populated, in which there is much free land, will have large accessions from other peoples, and these additions will swell the natural increase.

## LA FOLLETTE MAY HOLD

### THE BALANCE OF POWER

"I want your votes, if you can give them to me on principle. The balance of power in the Chicago convention will lie in a handful of votes, and if I have them, neither Taft nor Roosevelt will get the nomination."

This significant statement was made to the voters of Elizabeth, New Jersey, within the week, by Senator La Follette. Of the Republican delegates already chosen the Tafts force claim 496; the Roosevelt men, 416; La Follette, 36; and Cummins 10, while sixty are still uncommitted. Of the remaining sixty yet to be chosen it is regarded as altogether likely that the former president will get the majority. When the convention meets, some of the contested delegates are almost sure to be decided in Roosevelt's favor, with the final result that Taft and Roosevelt will enter the final lap of the race practically tied in delegate strength, with neither having enough to land the coveted plum.

Enter La Follette with his little band of 36 delegates. It is known positively that La Follette has nothing common with President Taft, and yet it is significant that so far in his campaign the fighting Wisconsin Senator has attacked Roosevelt much more vigorously than he has Taft. He has pointed out that Roosevelt is really check the trusts while he was in office, and that he was on particularly friendly terms with the steel trust. La Follette is absolutely uncompromising. There is none of the "you-tickle-me-and-I'll-tickle-you" element in his makeup. He fights to the last ditch, always, and if he loses he goes down with colors flying and with a cry of defiance.

In the event of a tie, therefore, between Taft and Roosevelt, which politicians regard as not unlikely, La Follette will not give in to either of them. Nobody feels doubt about that. What he will do is a subject of most interesting speculation right now in both Republican camps.

La Follette says Roosevelt's progressivism is a sham and a delusion, and La Follette ought to be able to define progressivism, since he has been in the midst of it the greater part of his life. He has pointed out in his speeches that while the Colonel is shouting about "the right of the people to rule," and all that sort of thing, he has had nothing to say about forcing the trusts to cease paying dividends on a capitalization of upwards of thirty billions of dollars, seventy per cent. of which is water.

"The trusts of this country don't care a snap of their finger about threats to put them out of existence," says La Follette, "until you begin to get specific. As long as the threats are couched in general terms they are indifferent. But when you put your finger on the sore spots, and say just what you are going to do, and just exactly where you are going to insert the knife to cut out the rotten spots, they become uneasy. The trusts chuckle to themselves every time Roosevelt makes a speech."

La Follette and his little band of 36 will bear watching.

## WAS TOM MOORE, ERIN'S BARD, A RECIPIENT OF POLITICAL GRAFT?

To-day all good Irishmen—and what son of Erin is not good?—will celebrate the birthday of Tom Moore, the greatest bard of the Emerald Isle, who was born in Dublin on May 28, 1779, and if alive to-day would have attained the ripe age of 133 years—to repeat the tearful statement made by a speaker at a Moore's birthday celebration in Dublin a year ago. But though his body "lies a-mouldering in the grave," his spirit is very much alive, for it is the soul of Ireland, which he put into fitting words that will live forever. From the dawn of history Ireland was famed as a land of music and song, and the "pale singer" born 133 years ago to-day was the realization of the dreams of his ancestors of a thousand years.

Hundreds of biographies and appreciations of Thomas Moore have been written, and some of the recent works of this character contain new facts about the sweet singer. It has been shown, for instance, that Moore drew a salary as "registrant of the court of vice-admiralty at Bermuda" for a period of thirty-eight years, although he actively discharged the duties of the office less than four months. He received the appointment in 1803, and although he remained at Bermuda only long enough to indulge in a few mild flirtations, he was not removed

from the civil lists, on the ground of "continued non-residence," until 1841, eleven years before his death. Such a course nowadays would doubtless be condemned as political graft, but all lovers of Moore will readily find it in their hearts to forgive him, since the fault certainly was not his, but rather that of a governmental system then in vogue in nearly all countries.

The ship which Moore took for the voyage to America sailed from Portsmouth, England, Sept. 22, 1803, and reached Norfolk, Va., on Nov. 7, which was not bad time in those days. He remained in Virginia two months awaiting a vessel to carry him to Bermuda. At Norfolk the poet was the guest of Col. John Hamilton, the British consul, who occupied a three-story house at the corner of King's Lane and Main St. Moore was not immensely pleased at what he saw of the new nation. He wrote, "This Norfolk is a most strange place; nothing to be seen in the streets but dogs and negroes, and the few ladies that pass for white are to be sure the most lovely pieces of crockery I ever set my eyes upon—really a most comical place."

Arrived in Bermuda, the Irish bard immediately fell in love with the "lily like," but detested the people. He wrote: "The old philosopher who im-

agined that, after this life, men would be changed into mules and women into turtle-doves, would find the metamorphosis in some degree anticipated at Bermuda."

The bard returned to England by way of New York, and the latter city

caused him to exclaim: "Such a place! such people!" Washington he liked better, and found much to please him in Canada, especially his voyages down the St. Lawrence, which gave him the idea for his "Canadian Boat Song."

## AMERICAN SAILORS DISPLACED ON OUR INLAND SEAS

### End of the Three Years Strike of Lake Seamen—A Welfare Plan Leads to Disagreement

JOHN FITCH  
(Exclusive Service The Survey Press Bureau.)

After three years a strike of sailors on the Great Lakes has been called off. Few people knew it, and if you were around the docks in Buffalo or Conneaut or Duluth you might not have suspected such a thing—unless you noticed a placard in some little shop, proclaiming that "God Almighty hates a scab."

But the strike had been on since the spring of 1909. During that time the personnel of the seamen on the boats has radically changed. The lake boats were the last to fly the American flag and to employ American seamen, both having largely disappeared from the high seas. Today the flag is still to be seen on the Great Lakes, but, according to recent testimony before the Stanley Committee, the American seaman has been displaced by the foreigner.

The strike began officially with the opening of navigation in 1909, but the trouble began in the spring of 1908. For the seven years 1901 to 1907 inclusive, the Lake Carriers' Association, which includes most of the shipping on the Great Lakes, made contracts with the unions. That the boat owners were not satisfied with the relations existing during those years is shown by a resolution adopted April 9, 1908, which declared that "the experience of the ship owners, managers and licensed officers for the past years has demonstrated the necessity of what is known as the open shop principle, in order to give that control and direction of the ships which is required for the equal good of the owner, the employee of the ships and the independent trade." The ship owners accordingly refused in 1908 to renew their contracts with the union.

According to the sworn testimony of Victor Olander, secretary of the Lake Seamen's Union, before the Stanley Committee on February 8, 1912, a series of events followed which indicated that the Lake Carriers' Association had determined to eliminate union men from the Great Lakes. In May 1908, according to Mr. Olander, the Lake Carriers' Association decreed that men could be hired only through the shipping officers of the association. Prior to that they had been employed wherever they could be secured, through the union headquarters, at their homes, or wherever they might be found. Then the association issued what were known as shipping cards which a man had to have to get employment. On the back of it was a space for the ship master to write his opinion of the man's services when he left the ship. Olander displayed at Washington a card on which was written, "Good wheelsman, but had too much to say about unions." H. G. Regan, Master, Steamer Mataafa.

In June, 1908, the ship owners began to require the men to give up their union books. The union circumvented this plan by issuing duplicate cards. Next the officers came to the seamen with two slips of paper, each one containing a statement to be signed by the man; one statement being an admission that the signer was a union man, and the other a statement that he was a non-union man. To meet this new move, the union officials advised their members to sign the non-union slip.

When the season of 1909 opened there was put into operation by the ship owners what was known as a welfare plan, and on the introduction of this plan the men went on strike. It is claimed by the union men that the motive behind the plan and the effect of it is utterly to deprive them of their freedom.

The feature which they consider inconsistent with their rights is the method of employment through the welfare assembly rooms which were established. Each assembly room is to be an employment bureau for seamen. The men in charge of the rooms issue certificates to those applying for employment limited to one year. At the same time they furnish a "record discharge book" bearing the same number as the certificate. The employee is then assigned to the ship requiring his services but he must give up his discharge book to the ship's master. Upon leaving the vessel, the book is to be returned to the man, with a written statement regarding the character of his services.

To quote directly from the rules governing this book: If this entry be good or fair, the book shall be returned direct to the man; but when, in the best judgment of the officer with whom the book is deposited, such entry cannot justly be made, and in every case of desertion, or failure to serve after engaging, the book shall be returned by the master to the secretary of the association, together with a statement of explanation from the officer with whom the book was deposited. Without this book, the man cannot again secure employment under his own name. In view of the union officials, the record discharge book is the means of establishing a black list of the most far-reaching

character. They feel that since the opinion of the master of the ship or other superior officer is to be final, a man to remain in the service must please his superior officer at any cost, or be stigmatized as incompetent or undesirable for the rest of his life. So the strike began in 1909 and has not yet been called off, although the places of the strikers have undoubtedly been filled by other men. During the season of 1909, however, there was a considerable amount of interruption and some violence—and here arises the unique feature of this controversy. In May 1909 the secretary of the Ohio State Board of Arbitration invited the Arbitration Boards of the six states surrounding the Great Lakes to participate in a conference with regard to the situation. Representatives of the unions appeared in response to the request of the Joint Conference which followed, but the Lake Carriers' Association officials did not appear. Instead, W. Livingston, president of the Lake Carriers' Association, sent a letter saying: "The sole, entire question at issue at the present time, so far as the Lake Carriers' Association is concerned, is the open shop principle. That being a fundamental principle, is not subject to arbitration."

Nothing further was done; no investigation of conditions on the Great Lakes has been made. Many charges have been made by union officials as to conditions existing upon the boats, and these charges have not, so far as I have been able to learn, been denied. But the Joint Conference Board discovered one thing in addition to the fact that the Lake Carriers' Association would not meet them. It was this great agency of interstate commerce was, as regards labor disputes, outside of the jurisdiction of the federal laws regarding interstate commerce. The Federal Arbitration Act (the Erdman Law of 1898 which applies to interstate commerce on railroads) expressly excludes from its jurisdiction marine commerce.

This is indeed a situation full of possibilities of great harm to public interests. One side has said "There is nothing to arbitrate." The other has declared under oath that the rights of workmen are being denied, that American seamen are being driven off our inland seas—the only training school for American seamen still remaining—that incompetent and inexperienced men and immature boys are being employed upon the Great Lakes, with consequent peril to human life and property. And there is no state government that may legally make inquiry, since the issues involved are concerned in interstate commerce; and there is no Federal agency now in existence with power either to investigate or propose measures of amelioration.

It was just a quarter of a century ago to-day, May 28, 1887, that the British steamer Sir John Lawrence was wrecked by a typhoon in the Indian Ocean, constituting one of the most terrible sea disasters in history, with the exception of the Titanic catastrophe. Seven hundred and fifty lives were lost.

## NO COMPROMISE OFFER ACCEPTED

### DEADLOCK FOLLOWS TROLLEY MEN'S CONFERENCE ON WAGES IN HARTFORD.

From 10 to 1 o'clock in Hartford yesterday, 24 representatives of the trolley unions of Connecticut and Southern Massachusetts met at the New England joint conference board and debated their differences with the companies on the wage question. After the morning meeting the statement was given out in Hartford that the conference had reached no decisive conclusion and that the matter would be taken up again.

The men were united in the position that they would not accept the compromise offer of one-half cent an hour increase on the sliding scale in lieu of the 30-cent flat rate demanded. The newspapermen were also told that no strike vote would be taken at the present time according to the attitude of the men in the meeting.

No announcement was made of the action on the stand of the officials of the companies in regard to the joint conference asked by the whole board of directors of the New England Investment and Securities company, and Vice-president L. S. Storrs of the Connecticut company, who were determined to grant only with the separate companies and unions.

The situation, according to advices from Hartford, has apparently resulted in a deadlock with the matter in the hands of the conference board of the unions to make the next move in the negotiations or order a strike vote at the conclusion of their deliberations.

### FALLS FROM SCAFFOLD.

New Britain, May 28.—The breaking of the scaffolding of a building in course of construction on Washington street, yesterday afternoon, caused Harry Buevay, of Waterbury, to fall 14 feet to the ground. He was taken to a local hospital internally injured and in a critical condition.

### MASONIC NOTES.

Corinthian lodge, F. & A. M. will confer the F. C. degree at 7:30 this evening.

## THE RACE WE ALL MUST RUN

One day an infant and old Father Time agreed to run a race, and Life was chosen to be referee, and keep track of the pace. The world their course, both faced the mark this oddly mated pair. Life gave the signal, off they went, the start was made, and fair. As years passed by they strode along, neither gaining day or night. Until one day the child sped on and at length still running on it reached the quarter stretch of youth. While Time all bent and grim, still panted on with figure so un-couth.

I'll rest a while the Youth exclaimed and of earth's pleasures take my share. Old Father Time's nowhere in sight I'm sure he must be ill. Heedless of the fleeing hours to pleasures queen he proved a gullible fool. Till life approaching hastened him away as Father Time was now in sight. Once more with sturdy strides onward he goes now half the race is run. Both youth and childhood left far behind he faces now the setting sun. Content was he, to linger. Youths pleasures now no more his heart does thrill.

But Life sternly beckons him along as Time is coming up the hill. With languid strides he toils along the autumn post is reached he's still ahead. Away with earthly follies now. Time is gaining, his heart is filled with dread. Again with trembling steps, he staggers on, the goal is now in sight. But grim old Time is drawing near never resting day or night. Nearer and nearer comes the form Old Father Time once more appears. The man, in fear sinks to the ground all bowed down by the weight of years. Soon Time passes by the fallen man and the long race is won. Life crowns the victor. Death claims the stakes. 'Tis the race we all must run.

W. CRAWFORD,  
875 Hallett St., City.

## BIRD STUDY

### A Great Awakening Now Apparent in the Schools

New York, May 28.—Advices received here the past few days from prominent educators in thirty-one States and five Canadian Provinces reveal a most unusual interest now manifest in bird study in the schools through the country. The reason for this unparalleled activity is explained by superintendents and principals of schools as being due to a pronounced awakening of the public conscience to the importance of conserving wild bird life. Farmers and fruit growers are complaining of the depredations of insects which annually take a toll of at least ten per cent of all the crops, and foresters state that bark-and-wood-boring beetles are playing great havoc with many forms of the forest trees. Birds destroy many of these injurious insects.

In numerous cities bird life is now a required study in the schools, and in nine states, the Educational Departments have recently issued attractive and expensive books containing elaborate programmes for the use of pupils on bird-day, which the state law now requires them to observe.

In addition to receiving instructions on the value of birds to mankind, pupils are being taught to build and erect artificial drinking fountains and boxes for nesting places. "If many species of North American birds are to be saved from extinction, the children who are to be the men and women of the next generation must be taught that the wild bird has a most pronounced economic value," said T. Gilbert Pearson, Secretary of the National Association of Audubon Societies, at the office at 174 Broadway, to-day. "One evidence of this great awakening is the fact that we have enrolled over 25,000 school children as Junior Members during the past few months. All of these pupils are supplied with colored pictures of American birds and also the best literature which it is possible to obtain on the subject."

Mr. Pearson further stated that the Association was financially able to do this largely on account of the liberal contributions which are being made annually to the cause by Mrs. Russell Sage.

## ROBERT HILLIARD, 55 TODAY, HIRED A HALL FOR PREMIERE

When Robert Cochran Hilliard, now one of the foremost actors of America, decided that he had it in him to become one of the shining lights of the stage, he wasted no time cooling his heels in the outer offices of theatrical managers. His ambition did not incline him toward the role of cheer leader in the mob scene of No. 3 road, or toward doing the Kerensky circuit. Although the copy books say that there is no royal road to fame and fortune, and that one must begin at the bottom of the ladder, and all that belly rot, young Mr. Hilliard did not believe in copy books. He proposed to have the managers of his time instead of seeking those high and mighty gentlemen. But how (Business of scratching the head.) Ah! An idea! The youthful aspirant to "Theatrical honors" had had the good judgment to be born into a family of excellent social standing and with a fair rating in Dunn and Bradstreet. He determined to lease a theatre of his own and begin where other acts, if unusually fortunate, ended.

The Criterion Theatre in Brooklyn was leased by Mr. Hilliard, and it was there, early in 1886, that he made his professional stage debut in a play called "False Shame." Those who came to see him remained to admire, for, although a bit amateurish in spots, Mr. Hilliard showed great natural talent as an actor that won the praise of every Brooklyn critic. Later the young star with the hired playhouse produced "Engaged" and "Led Astray" with such success that his purpose was accomplished. News of the talented actor had spread far and wide and eventually reached the ears of managers across the bridge in Manhattan. Charles Frohman even made the trip to Brooklyn to see Mr. Hilliard and immediately engaged him. So much for copy book dreams about short cuts and royal roads.

Robert Hilliard was born in New York fifty-five years ago today and spent his early years in Brooklyn, where his "folks" moved in the best society. Before he was stung by the dramatic bee he was employed in the office of a broker in Wall street. As a financier he was an amateur actor, and devoted more time to the affairs of the Gilbert Dramatic society, of which he was president, than to stocks, bonds and other so-called securities. As the star of the amateur theatrical society, he was supported by Edith Kingston, a leading lady-who is now Mrs. George J. Gould. The praise and applause of his social friends—and for once such friends showed good judgment—determined Mr. Hilliard to undertake a professional career, in what manner and with what result as has already been set forth.

Following his Brooklyn experience, Mr. Hilliard played some seasons with Nat Goodwin and Mrs. Langtry, the

## The A. M. Read Company.

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## PORCH FURNITURE SALE CLOSING WEDNESDAY NIGHT.

Furnishing the summer living room is a pleasant task, and not a very expensive one. With a little care and forethought many pieces may be selected that will do for indoor use the year round, as well as the veranda. This applies especially to Willow and Hong Kong furniture, for better or more attractive chairs and rockers for general use could hardly be found.

Willow Furniture, Silver Gray, Black, Natural Color and Baronial Brown, in charming designs with coverings of Cretonne on seat and back cushions to combine with color of willow, subject to 20 per cent.

High-backed Rockers with arms, natural finish, green or dark brown, at \$2.00, \$2.20 and \$2.60. Rockers with reed seats and slat backs, .59, .80, \$1.40.

Bar Harbor Chairs, always in favor, \$5.00 very special.

In this large group of Porch Furniture are many odd Chairs and Rockers, those with pockets at the side, Hour Glass and Reclining Chairs, Canton Chairs of Rattan Peel, big room Divans with cushions, and many others, all comfortable and good to look at.

Wednesday the last day for special prices. Deliveries made promptly. Fourth floor.

## FLAGS FOR MEMORIAL DAY.

United States Flags in all-wool bunting, fast colors, well made to stand wind and weather, and in sizes from 2 x 3 ft. to 12 x 18 ft.

The above sizes are in stock and ready for delivery. Other sizes required we will have made to order.

Yacht Ensigns, Boat Pennants, Union Jacks.

Special in House Flag of convenient size, \$3.50. Small Cotton Flags mounted on staffs, 10 cts.

Special in Cotton Flag 4 x 6 ft. with pole and fixture complete, \$1.39. In the Basement.

## Wednesday is Miss Alden's day at the Art Section.

Come and select your embroidery for summer work (to be finished by Christmas) and learn the newest stitches. If the piece you bought last week troubles you, bring it in and be helped out.

## The A. M. Read Company.

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